

<b>AMENDMENT OF SOLICITATION/MODIFICATION OF CONTRACT</b>				<b>1. Contract ID Code</b> Firm-Fixed-Price		<b>Page</b> 1 <b>Of</b> 10	
<b>2. Amendment/Modification No.</b>  P00530		<b>3. Effective Date</b>  2004AUG05		<b>4. Requisition/Purchase Req No.</b>  SEE SCHEDULE		<b>5. Project No. (If applicable)</b>	
<b>6. Issued By</b> TACOM WARREN AMSTA-AQ-ATBA STANLEY HARMS (586)574-5481 WARREN, MICHIGAN 48397-5000 HTTP://CONTRACTING.TACOM.ARMY.MIL EMAIL: HARMSS@TACOM.ARMY.MIL		<b>Code</b> W56HZV		<b>7. Administered By (If other than Item 6)</b> DCMA INDIANAPOLIS EMMETT J. BEAN CENTER 8899 E. 56TH ST. INDIANAPOLIS, IN 46249-5701		<b>Code</b> S1501A	
				<b>SCD B</b>		<b>PAS NONE</b>	
				<b>ADP PT</b>		HQ0337	
<b>8. Name And Address Of Contractor (No., Street, City, County, State and Zip Code)</b>  AM GENERAL LLC 105 N NILES AVE SOUTH BEND, IN. 46617-7025  TYPE BUSINESS: Large Business Performing in U.S.				<input type="checkbox"/>		<b>9A. Amendment Of Solicitation No.</b>	
				<input type="checkbox"/>		<b>9B. Dated (See Item 11)</b>	
				<input checked="" type="checkbox"/>		<b>10A. Modification Of Contract/Order No.</b> DAAE07-01-C-S001	
<b>Code</b> 0H3G6				<b>Facility Code</b>		<b>10B. Dated (See Item 13)</b> 2000NOV06	

**11. THIS ITEM ONLY APPLIES TO AMENDMENTS OF SOLICITATIONS**

☐ The above numbered solicitation is amended as set forth in item 14. The hour and date specified for receipt of Offers  
☐ is extended, ☐ is not extended.  
Offers must acknowledge receipt of this amendment prior to the hour and date specified in the solicitation or as amended by one of the following methods:  
(a) By completing items 8 and 15, and returning \_\_\_\_\_ copies of the amendments: (b) By acknowledging receipt of this amendment on each copy of the offer submitted; or (c) By separate letter or telegram which includes a reference to the solicitation and amendment numbers. **FAILURE OF YOUR ACKNOWLEDGMENT TO BE RECEIVED AT THE PLACE DESIGNATED FOR THE RECEIPT OF OFFERS PRIOR TO THE HOUR AND DATE SPECIFIED MAY RESULT IN REJECTION OF YOUR OFFER.** If by virtue of this amendment you desire to change an offer already submitted, such change may be made by telegram or letter, provided each telegram or letter makes reference to the solicitation and this amendment, and is received prior to the opening hour and date specified.

**12. Accounting And Appropriation Data (If required)** Payment will be made by Electronic Funds Transfer  
NO CHANGE TO OBLIGATION DATA

**13. THIS ITEM ONLY APPLIES TO MODIFICATIONS OF CONTRACTS/ORDERS**

KIND MOD CODE: C

It Modifies The Contract/Order No. As Described In Item 14.

<input type="checkbox"/>	<b>A. This Change Order is Issued Pursuant To:</b> The Contract/Order No. In Item 10A.	<b>The Changes Set Forth In Item 14 Are Made In</b>
<input type="checkbox"/>	<b>B. The Above Numbered Contract/Order Is Modified To Reflect The Administrative Changes (such as changes in paying office, appropriation data, etc.) Set Forth In Item 14, Pursuant To The Authority of FAR 43.103(b).</b>	
<input checked="" type="checkbox"/>	<b>C. This Supplemental Agreement Is Entered Into Pursuant To Authority Of:</b> Supplemental Agreement	
<input type="checkbox"/>	<b>D. Other (Specify type of modification and authority)</b>	

**E. IMPORTANT:** Contractor ☐ is not, ☒ is required to sign this document and return \_\_\_\_\_ copies to the Issuing Office.

**14. Description Of Amendment/Modification (Organized by UCF section headings, including solicitation/contract subject matter where feasible.)**

SEE SECOND PAGE FOR DESCRIPTION

Except as provided herein, all terms and conditions of the document referenced in item 9A or 10A, as heretofore changed, remains unchanged and in full force and effect.

<b>15A. Name And Title Of Signer (Type or print)</b>		<b>16A. Name And Title Of Contracting Officer (Type or print)</b> MARY K. REHM REHMA@TACOM.ARMY.MIL (586)574-6553	
<b>15B. Contractor/Offoror</b>  _____ (Signature of person authorized to sign)	<b>15C. Date Signed</b>	<b>16B. United States Of America</b>  By _____ /SIGNED/ (Signature of Contracting Officer)	<b>16C. Date Signed</b>  2004AUG05

NSN 7540-01-152-8070

PREVIOUS EDITIONS UNUSABLE

30-105-02

STANDARD FORM 30 (REV. 10-83)

Prescribed by GSA FAR (48 CFR) 53.243

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SECTION A - SUPPLEMENTAL INFORMATION

PROGRAM: Production Contract for A2 High Mobility Multi-purpose Wheeled Vehicle (A2 HMMWV)

CONTRACT: DAAE07-01-C-S001

MODIFICATION: P00530

MODIFICATION AMOUNT: \$-0-

- 1. The purpose of this Modification is to revise the first sentence of Paragraph E.14 Control Tests. The revision addresses the number of control tests performed based upon the daily production rate.
- 2. Except as provided herein, all other terms and conditions remain in full force and effect.
- 3. As a result of this Modification P00530, the contract amount is unchanged.

\*\*\* END OF NARRATIVE A 487 \*\*\*

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SECTION E

INSPECTION AND ACCEPTANCE  
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SECTION E - INSPECTION AND ACCEPTANCE

E.1 EXAMINATION/TEST DOCUMENTATION

a. To the extent the SQAPs, QARs, QAPs, and/or the specifications specify requirements for Initial Production Approval, Pre-production Approval and/or First Piece, which require the Contractor to perform stated examinations and/or tests, the Contractor shall fully document, and maintain for Government review and evaluation, the conduct of his examinations/tests and the results thereof.

b. In the event the Contractor fails to provide the above documentation, when requested, or the documentation fails to evidence satisfactory results, the Government shall have the right to refuse to inspect and/or accept any contract items offered for acceptance.

E.2 DRAWING/QUALITY ASSURANCE PROVISIONS (QAPs)/CERTIFICATION REQUIREMENT

a. The Contractor shall conform to the requirements of Quality Assurance Provisions (QAPs) as specified in this contract and General Quality Assurance Provisions (STA Form 458) as applicable. For the purposes of this contract, Quality Assurance Provisions (QAPs) Quality Assurance Requirements (QARs) STA Form 452 and Supplemental Quality Assurance (SQAPs) are synonymous.

b. In accordance with Section 4 of the ATPD 2099C, Amendment 2, the Contractor shall certify that the following systems, components and materials conform to the requirements specified:

SPECIFICATION PARAGRAPH

SPECIFICATION REQUIREMENTS

3.5.8	Fuels and Lubricants
3.5.2.3	Low Temperature
3.5.6.1	Painting
3.5.6.2	Camouflage Pattern
3.5.9	Welding

(1) In addition, certifications shall be required for the following:

(a) Service brake fluid specification SAEJ 1705.

(b) Certification of the engine coolant consists of a 50/50 solution of ethylene glycol and water with corrosion inhibitor additives.

(2) Certification of Material/Components. The Contractor shall prepare certifications to verify that material/components conform to the vehicle/component specifications. These certifications shall be substantiated with documented test reports, performance data, analytical data or vendor documented test reports. Such documentation shall be affixed to the certifications. The Contractor shall submit three copies of each certification to the Administrative Contracting Officer (ACO) within 60 calendar days prior to vehicle final assembly. The ACO, by written notice to the Contractor within 30 calendar days after receipt of the certifications, shall accept or disapprove the certifications. In the event that particular certifications are disapproved by the Government, the Contractor shall conduct additional tests/inspections to provide additional documentation at no additional cost to the Government, to determine conformance to vehicle specification requirements. Upon Government acceptance of the certifications, any change in configuration, vendor source or manufacturing method which affects any certification shall require additional tests/inspections or documentation by the Contractor, at no additional cost to the Government. The Contractor shall be required to submit an ECP on any change effecting the configuration.

c. QAP 12342953 for Check Valves, Fuel Tank. The following exceptions are authorized for this contract:

(1) The test fluid may be calibration fluid per MIL-PRF-7024E for endurance and environmental tests, and air on GN2 for testing of production units. (Reference QAP 12342953, Part IV).

(2) The cracking pressure test for part 12342953-3 shall permit the initial pressure (PSI) to be '0' instead of 2.5, and test shall increase pressure slowly, instead of a rate of .1 PSI/Minimum. (Reference QAP 12342953, Part IV, 3).

E.3 CRITICAL SAFETY ITEM (CSI)

a. The Contractor shall establish and maintain a program for intensive management of the manufacture and assembly of the CSIs identified on drawing 12342929.

b. The following definitions apply:

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(1) Critical Safety Item: A part, assembly, installation, or production system with one or more critical characteristics that, if not conforming to the design data or quality requirements, would result in an unsafe condition. Unsafe conditions include conditions which would cause loss or serious damage to the end item or major components, loss of control, or serious injury to personnel.

(2) Critical Safety Characteristic: Any feature (i.e., tolerance, finish, material, manufacturing, assembly or inspection process) or product, material, or process, which if nonconforming or missing would cause the failure or malfunction of the critical item.

(3) The Contractor shall prepare and maintain detailed procedures/work instructions governing all operations producing critical safety characteristics. These procedures, including sequence of operations, cannot be changed without prior Government approval. In all cases, the procedures will provide a format for the operator to verify and date that the operation was in fact completed in accordance with the procedure and conforms to established requirements. When the item or characteristic is produced by a subcontractor, the controlling procedures shall be reviewed and approved by the prime contractor and shall not be changed without prior approval.

(4) The Contractor or the subcontractor shall implement 100 percent inspection or test of all CSI characteristics that can be nondestructively inspected/tested. Those CSIs who critical safety characteristics must be demonstrated by performance shall require a representative sample to be tested to destruction to ensure compliance to the technical requirements.

(5) The technical/quality requirements relating to critical safety items must be traceable to the time and place that they were produced. Records should provide the degree of traceability required to enable after-the-fact verification of all aspects of material, manufacture, special processing, assembly and inspection of critical safety characteristics.

(6) The prime Contractor's vendor quality program shall address controls for critical safety items/characteristics produced by vendor, and contain a requirement for the periodic audit of the implementation of these controls.

(7) Nonconformance to critical safety characteristics cannot be accepted through Material Review Board actions. In instances where engineering analysis of the nonconformance determine that the existing tolerance or requirement can be changed without degrading product safety, an engineering change proposal resulting in a drawing or specification change can be used to accept the item on the basis that it would no longer be nonconforming.

E.4. INSPECTION

a. INSPECTION RECORDS: Inspection records of the examinations and tests (either in-process or end item) performed by the Contractor shall be kept complete and available to the Government for a period of four (4) years following completion of the contract.

b. DRAWINGS FOR INSPECTION

(1) The Contractor shall make available to the Government Inspector at the time of production inspection, in process or end item legible drawings and printed specifications to which the product was manufactured. These drawings and specifications shall be annotated to the latest revision incorporated therein. Upon completion of production inspection and acceptance by the Government Inspector, all drawings and specifications will be returned to the Contractor.

(2) The Government reserves the authority to inspect end items or any parts/components during manufacturing processes commensurate with the herein provided for quality requirements and plans and reject such material that does not conform to Government drawings/specifications. Such inspections by the Government may be performed at the Contractor's predetermined inspection stations. All deficiencies detected during any Contractor or Government inspection (end item or in-process) shall be corrected by the Contractor at no cost to the Government. During any Government inspection, the Contractor shall provide inspection assistance upon request.

E.5 INSPECTION EQUIPMENT

a. Except as otherwise expressly provided for under this contract, the Contractor is responsible for the supply and maintenance of all inspection and test equipment necessary to assure that end item components conform to contract requirements. All Contractor furnished inspection equipment shall be available for use on or before the start of production. The Government shall not furnish any inspection equipment for this contract.

b. The Contractor shall make inspection equipment available to the Government Inspector during Government in-process or end item inspection. Upon completion of the inspection by the Government Inspector, all inspection equipment shall be returned to the Contractor.

E.6 FINAL INSPECTION

a. The Contractor shall perform 100% Final Inspection of the end item in accordance with the requirements of the ATPD 2099C, Amendment 2, and Technical Data Package (TDP) utilizing the Final Inspection Record (FIR). Copies of the FIR(s) for the item

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quantity shall be reproduced by the Contractor. Deficiencies disclosed during inspection by the Contractor or the Government shall be described in writing on the Deficiency Sheet attached to the FIR. The FIR includes inspection criteria for all kits and special equipment that may be installed in each body style. The FIR shall be updated as required to reflect all Government approved configuration changes. Such updates must be subject to Government approval. The Contractor shall submit the completed and certified copy of the FIR to the Government inspector with each end item inspected and offered for acceptance by the Government. If the Contractor determines that the FIR is not appropriate for final inspection of the end item for any reason, he must obtain written approval from the Contracting Officer prior to employing any other form for this purpose. The Contractor may substitute a static drive for a distance of 8 miles in the roll test booth, per vehicle, in lieu of the 10 Mile Road Test Requirement of the Final Inspection Record (FIR). After the 8-mile static drive, the following tests on the road test track shall be performed: turning radius, brake test, panic stop, park brake test, reverse gear, and kick-down operation. The Government reserves the right to reimpose, on a temporary basis only, the 10 mile road test if fielding vehicle feedback or other data reflects a breakdown in the Contractor's system, for an item that could not be identified or found in the 8-mile roll test.

b. The Contractor, at his discretion, may develop procedures and incorporate these procedures to accomplish in-process inspection of select FIR characteristics. The selection of FIR characteristics and procedures will be subject to Government approval prior to implementation. There shall be a method to document and describe, in writing, deficiencies detected during inspection of select FIR characteristics by the Contractor. This method shall be subject to Government approval. This documentation shall also be included with the FIR for each vehicle. The Contractor shall submit a completed copy of the FIR and, if applicable, documentation and description of select FIR characteristics inspected in-process of the Government inspector with each item inspected and offered to the Government for acceptance. All deficiencies detected during contractor Final Inspection, to include, if applicable, select in-process FIR characteristics, shall be corrected prior to offering the end item for acceptance inspection by the Government. All deficiencies disclosed as a result of Contractor and/or Government final inspections shall be corrected by the Contractor at no additional cost to the Government.

c. Final Contractor inspection of vehicles on a sampling basis will not be authorized by the Government during the term of this contract.

E.7 FIRST PRODUCTION VEHICLE INSPECTION (FPVI):

a. The Government shall select the model designated below for First Production Vehicle Inspection. The vehicles selected shall be subjected to inspections by both the Contractor and the Government in accordance with provisions of this contract and Paragraph 4 of the ATPD 2099C, Amendment 2. The Contractor shall notify the Administrative Contracting Officer (ACO), in writing, at least forty-five calendar days prior to said inspection stating the time and location. At the time of said inspection, the Contractor shall make available to the Government representatives all records of prior inspections, tests, Qualified Product List (QPL) documentation, vendor quality requirements and certifications as set forth in Paragraph E-2, Drawing/Quality Assurance Provisions (QAPs)/Certification Requirement.

<u>CLIN</u>	<u>MODEL</u>	<u>QTY</u>
TBD	M1097A2	1
TBD	M1025A2	1

b. The Contractor shall make available all inprocess inspectin records verifying vehicles meet requirement of this contract specificatin, TDP and other requirement documents.

c. If the first production vehicle inspection is disapproved by the Government, the Contractor may be required, at the discretion of the Government, to repeat any or all of a first production vehicle inspection. After notification of the additional inspections, the Contractor, at no increase in contract price, shall make any necessary changes, modifications or repairs to the first production vehicle. Within ten days after notice of disapproval, the Government has the discretion to select another production vehicle for first production vehicle inspection in lieu of the original first production vehicle. Upon completion of additional inspection, the Contractor shall again submit an inspection report. The Contractor shall bear the responsibility for delays resulting from additional first production vehicle inspection.

d. Vehicle submitted for FPVI shall be retained by the Contractor for a period of 30 days after Government approval of the FPVI report.

E.8 GOVERNMENT TESTING:

a. During the performance of this contract, the Government will conduct testing to assure conformance to contractual and system specification requirements. This testing will consist of Follow-on Production Testing (FPT).

b. Follow-on Production Testing (FPT) Description:

During the performance of this contract, the Government will conduct FPT to verify that the quality and performance of continuing production vehicles are consistent with the approved ATPD 2099C, Amendment 2. Such testing shall consist of five thousand

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miles per test vehicle for approximately one hundred twenty (120) days. The Government will randomly select such vehicles and will conditionally accept such vehicles until successful completion of FPT requirements. The Government reserves the right to retest the vehicle(s) upon correction of defects by the Contractor to the extent necessary to successfully meet test requirements. Such additional testing shall be conducted at the Contractor's expense. The Government may select up to two vehicles of any model type from each subsequent year's requirements to conduct follow-on production testing.

E.9 REQUIREMENTS APPLICABLE TO GOVERNMENT TESTING

- a. Paragraph E.8 of this contract contains a requirement for Government testing.
- b. The test vehicles shall be furnished, as directed by the Contracting Officer, to the following Government test site(s): Aberdeen Proving Grounds, MD, and Yuma Proving Grounds, AZ, pursuant to the requirements of Sections B and F of this contract. Transportation from the Contractor's plant to the test site shall be sole responsibility of the Contractor.
- c. Under no circumstances shall any test vehicle be shipped from the Contractor's facility to the test site until:
  - (1) A complete inspection has been performed on each such vehicle by the Government.
  - (2) All deficiencies disclosed by this Government inspection have been corrected by the Contractor and approved by the Government.

E.10 CONTRACTOR TEST SUPPORT

- a. The Contractor shall be responsible for furnishing repair parts and technical support for the vehicles at the Government selected test site during FPT.
- b. The Contractor shall provide technical support for Government testing. Contractor technical support shall include technical representation at the Government test site throughout the test period. The Government will provide storage facilities for Contractor furnished repair parts at the test site.
- c. Upon completion of Government testing, the Contractor shall provide, to the Government, an inventory of the remaining repair parts within thirty days of test completion. The Government will provide disposition/shipping instructions within 120 days after receipt of inventory list.

E.11 TEST DEFICIENCIES

- a. Failure of FPT is defined as an event, or state, in which a system or a component of the test vehicle does not or would not, perform as specified in the vehicle/system specifications.
- b. A defect is defined as a nonconformance to a technical requirement. Defects are classified as critical, major and minor in accordance with ASQC-Z1.4.
- c. In the event of vehicle/component system test failure during FPT, the Government reserves the right to retest the vehicle system upon correction of the defect(s) by the Contractor to the complete extent and duration specified in the test program, or to such lesser extent as the PCO, or a duly authorized representative, shall consider appropriate in his/her sole discretion. The Contractor shall bear responsibility for delays in the program test period resulting from vehicle/component defects for failure to adequately or timely furnish parts support, and the Government shall have the right to extend the specified program test period accordingly for such Contractor induced delay. Any costs associated with this retest shall be the contractor's responsibility.
- d. The Contractor, when directed by the PCO or a duly authorized representative, shall correct on-site any defect of the system that occurs during FPT Testing. The Government will not make final acceptance of test vehicles until testing has been completed to the satisfaction of the Government. Delays caused by test item failures due to poor quality, vehicle/component workmanship, or material, failure of the Contractor to comply with the configuration as defined in the Technical Data Package (TDP) or design inadequacies of changes/modifications to the vehicle's configuration required under C.6.1.2, Changes/Modifications to Level 3 Vehicle Requirements, shall not be a basis for adjustment of the contract delivery schedule or the contract price.
- e. Test failure shall be cause for rejection of vehicles/components produced subsequent to the First Production Vehicle Inspection, until evidence has been provided by the Contractor that corrective action has been taken to eliminate the deficiency. Deficiencies found during or as a result of FPT, shall be prima facie evidence that all vehicles/components already produced since completion of the last FPT (or, of the first FPT, since FPVI) and all vehicles not yet accepted are similarly deficient unless evidence satisfactory to the Contracting Officer is furnished by the Contractor that they are not similarly deficient. Such deficiencies on all vehicles/components shall be corrected by the Contractor at no increase in contract amount.

E.12 TEST INCIDENT REPORTS (TIRs)

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a. The Contractor shall receive a copy of all Test Incident Reports (TIRs) directly from the test sites during FPT via E-mail, by accessing the test site computer databases (Army Test Incident Reporting System ATIRS) for all TIRs data during Government required testing. When directed by the Government, the Contractor shall furnish a written report for each TIR with an analysis of the test incident, and corrective action taken or proposed to prevent recurrence of the incident on subsequent production systems and the effective date of such corrective action. Corrective action proposed by the Contractor which requires configuration changes, shall be submitted to the Government for approval via ECP. The failure analysis and corrective action reports are to be prepared and submitted in accordance with Data Item (DID) DI-RELI-81315, CDRL A005, and Attachment 01 to this CDRL for each TIR with analysis of the test incident and corrective action taken or proposed to prevent recurrence of the incident on production items. Interim failure analysis and corrective action responses shall be provided by the Contractor within the specified timeframes:

<u>TIR Incident Class</u>	<u>Initial (Telephonic)</u>	<u>Interim</u>	<u>Final</u>
Critical	One Work Day	Within 3 work days	Within 30 days
Major	None Required	Within 10 work days	Within 30 days
Minor	None Required	None Required	Within 30 days
Information	None Required	None Required	None Required

b. All responses will be reviewed by a Government Failure Analysis/Corrective Action Review Board within 30 calendar days after receipt. If the Contractor's response is rejected, the Contractor will be officially notified and shall be required to resubmit the response within 30 calendar days. Failure of the Contractor to provide the interim and final failure analysis/corrective actions reports within the specified time limits or failure to provide the Government a response that is acceptable shall be cause for the reduction or suspension of the Government provided progress payments and, or suspension of acceptance.

E.13 TEST VEHICLE MODIFICATION

All desired changes to test vehicle hardware or software shall be requested by the Contractor in writing to the PCO. The Government will review and process this request within 10 working days after receipt.

E.14 CONTROL TESTS

a. The Government will select one vehicle every 30 days for control tests when the daily production rate exceeds 24 vehicles, or every 60 days when the daily production rate is 24 vehicles or less. Prior to the start of control tests, each vehicle selected shall be inspected in accordance with the Government approved Final Inspection Record (FIR). The test vehicle shall be operated with actual or simulated rated payload for a distance of not less than fifty miles by the Contractor at the place of manufacture or alternate location approved by the Procuring Contracting Officer (PCO). The vehicle shall be subject to all tests in accordance with requirements of the approved Final Inspection Record. All kits for a particular variant shall be installed prior to the conduct of all control tests. The test courses shall be a smooth hard surfaced road, capable of safely accommodating the control test mileage and performance requirements. These tests shall be performed in the presence of a Government representative. After completion of tests, the vehicle shall be inspected for component malfunction and leakage. Upon completion of each control test, the Contractor shall submit a test report in accordance with Data Item Description DI-T-1906. The test report shall delineate all deficiencies described during the applicable control testing, First Production Vehicle Inspections and vehicle acceptance inspections/tests. The break-in procedures identified in the Operators Manual TM-9-2320-280-10 shall be strictly adhered to.

b. **PAYLOAD.** Control test vehicles shall be payloaded in such a manner as to simulate the operational mode of each. Passenger, troop and crew seats, weapon station and armor kits with simulated weapon and ammunition weight, patient seats and litter racks will be payloaded in respective positions as appropriate to achieve the rated Gross Vehicle Weight (GVW).

c. **FAILURE.** If the vehicle selected fails to pass any of the control tests, the Government Inspector may stop acceptance on subsequent vehicles until such time as conditions causing the failure have been remedied. In the event Control Test FIR deficiencies are found and corrected and are characteristics listed in the Control Test FIR, the Contractor will have a sample of twenty-five (25) vehicles built between the last control test and this control test screened for the items found. The Contractor will inspect this sample for the specified items. If none of these items are found in the sample, these items are considered isolated incidents; and, no further actions are required. If any of these items are found during inspection of the sample, a vehicle stop shipment order will be implemented to prevent shipping of vehicles built between the last successful control test vehicle and the current control test vehicle. These vehicles be screened and repaired as necessary by the Contractor.

E.15 QUALITY DEFICIENCY REPORTS

The Contractor shall investigate, provide failure analysis and provide corrective action to all Quality Deficiency Reports (QDRs) Standard Form (SF) 368 generated against supplies produced under this contract in accordance with DI-QCIC-80736 and CDRL A006. The Contractor shall provide a report of the investigation, probable cause and proposed corrective action to the Contracting Officer or his designated representative after receipt of QDR, SF 368.

E.16 EXCESSIVE MILEAGE



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Vehicle mileage in excess of one hundred (100) miles (with the exception of mileage accumulated in the performance of control and FPT) on vehicles at the time the vehicle is offered for acceptance by the Government shall be considered excessive and shall require authorization by the Procuring Contracting Officer prior to acceptance of vehicle.

E.17      FUEL QUANTITY

Each vehicle, at the time offered for acceptance by the Government, shall have a minimum of one fourth (1/4) tank of fuel as indicated by the fuel quantity indicator on the vehicle's instrument panel.

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